



City of Scottsdale's Bicycle Friendly Community application

Name of Community:

City of Scottsdale

Mayor or top elected official in municipality:

Mary Manross

Contact First Name:

Reed

Contact Last Name:

Kempton

Position:

Transportation Planner

Employer:

City of Scottsdale

Address:

7447 E. Indian School Rd, Suite 205

City:

Scottsdale

State:

AZ

Zip:

85251

Phone:

480-312-7630

Fax: (not required)

480-312-4000

Email:

rkempton@scottsdaleaz.gov

Website: (not required)

www.scottsdaleaz.gov

Population:

222600

Square mileage of municipality, Total Area:

184.2

Square mileage of municipality, Water Area:

0.3

Square mileage of municipality, Land Area:

183.9

Population Density:

1208

Average temperature for January:

53.7

Average temperature for April:

68.9

Average temperature for July:

91

Average temperature for October:

73.7

Average precipitation for January:

1.1

Average precipitation for April:

0.3

Average precipitation for July:

1

Average precipitation for October:

0.9

Median Income:

57484

Age distribution, % under 20:

21.1

Age distribution, % 20 - 64:

62.1

Age distribution, % 65 - 84:

14.9

Age distribution, % 85+:

1.7

Race, % Hispanic or Latino :

7

Race, % Not Hispanic or Latino:

93

Race, % One race:

98.3

Race, % White:

88

Race, % Black or African American:

1.2

Race, % American Indian and Alaska Native:

1

Race, % Asian:

0.6

Race, % Native Hawaiian and Other Pacific Islander:

0

Race, % Some other race:

2.3

Race, % Two or more races:**If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?**

0.8

How many households are within 1/4 mile of a retail or business area?

Most

How many neighborhoods have significant grass, flowers, and trees?

All

How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?

Most

How many neighborhoods in your community would you consider a good place to raise children?

All

Do you have a Bicycle Master Plan?

Yes

Do you have a written bicycle accommodation policy?

Yes

What was your community's most significant investment for bicycling in the past year?

Our most significant investment for bicycling during the past year was in staff. We reestablished a full-time transportation planner position dedicated to bicycling issues and filled it with Reed Kempton, a bicycle commuter and planner with significant regional, state, and national bicycling experience. While with the Maricopa County Department of Transportation, Reed served on many regional committees including the Bicycle and Pedestrian Committees at the Maricopa Association of Governments (MAG), the MAG Enhancement Funds Working Group, and as editor of the APBP Bicycle Parking Design Guidelines. He worked as project manager for the Maricopa County Regional Trail System Plan. A second position, a Senior Transportation Planner, was filled with Dawn Coomer. Dawn managed the Bicycle and Pedestrian programs for MAG, staffed the MAG Enhancement Funds Working Group, and represented MAG on the Arizona Department of Transportation Enhancement Program. She was project manager for the MAG Regional Bicycle Transportation Plan, the MAG Regional Off-Street System Plan, and the West Valley Multi-Modal Transportation Corridor Master Plan along the Agua Fria River. The knowledge, experience, and energy brought to our program by these two individuals is tremendous. Their impact was felt almost immediately when they secured nearly \$4.5 million in Federal CMAQ funds for Scottsdale projects.

List current community activities that encourage/promote bicycling.

BIKES Handlebar Helpers <http://www.scottsdaleaz.gov/Assistance/handlebar/> Bike parking is required with new development. Scottsdale Police Bike Unit community ride. Bike to Work Events Clubs: Arizona Bicycle Club: Frank Lloyd Wright Chapter Arizona Bicycle Club: Via Linda Chapter Arizona Bicycle Club: Pinnacle Peak Chapter BRAG □ Bent Riders of Arizona Group Tour de Scottsdale □ DCB Adventures El Tour de Phoenix □ PBAA

List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.

Reed Kempton

What department is the bicycle coordinator located in?

Transportation

How many hours are spent per year in this capacity?

2080

List all other government staff or contractors whose primary duties are devoted to bicycling issues.

Half-time position in Handlebar Helpers program

Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes

List the name of the Chair and their contact information.

Mark Gilliland- (staff: Rose Arballo 480-312-7650

Engineering Section

Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing?

no answer provided

Provided policy

Your accomodation policy is on file, [click here](#) to view it.

Have you provided training for your engineers and planners on how to accommodate cyclists?

Yes

Description

Many of the engineers and planners have extensive bicycle accommodation experience. Three members of the transportation planning staff, including the general manager, worked for other agencies as bicycle coordinators. They attended and were presenters at a variety of national and local conferences and training courses. Informal training takes place on a routine basis as a component of the project design and review process. Relevant journal articles, surveys, opinion pieces, and other documents are circulated throughout the department. Cost effective training opportunities are explored as they become available. One example of this is a live ASCE Web/Teleconference Seminar on Innovative Bicycle Treatments presented by the ASCE Continuing Education and the Transportation & Development Institute. This will be hosted on March 29, 2005 in a Page 2 large conference room and made available to the entire staff. One day after the notice was sent out, 25 people from our transportation, development services, and municipal services departments had confirmed their attendance. We are also making several seats available to members of the Coalition of Arizona Bicyclists. In 2004, one of our transportation planners and a councilperson attended ProWalk/Probike in Victoria, BC.

Is there a mechanism to provide training on an on-going basis?

Yes

How many bridges are in your community?

46

How many are closed or inaccessible to cyclists?

0

Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or sidewalks/walkways?

46

Are there bike racks or storage units at Schools?

All

Are there bike racks or storage units at Libraries?

All

Are there bike racks or storage units at Transit Stations?

All

Are there bike racks or storage units at Recreation Centers?

All

Are there bike racks or storage units at Government Buildings?

All

Are there bike racks or storage units at Office Buildings?

Most

Are there bike racks or storage units at Retail Centers?

Most

Are there bike racks or storage units at Public Spaces and Parks?

All

Are buses equipped with bike racks?

All

Are bicycles permitted on public transit?

No

Please describe any restrictions

When light rail begins operation in the Valley, it will accommodate bicycles on board the vehicles. Scottsdale's Downtown circulator trolleys do not permit bicycles on board due to their seating configuration and limited distances traveled.

How many miles of bike lanes do you have?

81

How many miles of bike lanes are in your bicycle master plan?

244

What is the mileage of your total road network?

992

What percent of arterial streets have bike lanes or paved shoulders?

25

How many miles of bike paths and trails do you have?

324

How many miles of bike paths are in your bicycle master plan?

91

How many miles of designated bike routes do you have?

59

How many miles of signed bike routes are in your bicycle master plan?

244

Please describe any maintenance programs or policies over and above routine roadway maintenance that ensures bike lanes and shoulders remain usable

a. Maintenance of shoulders Shoulders are maintained as needed. If they are on a major street, they are swept weekly. b. Bike lanes Major streets are swept weekly (once every seven days).

Please describe maintenance programs or policies for your Multi-use Paths

Off street facilities? Paved pathways are inspected weekly for debris and swept monthly with a path-size street sweeper.

How many businesses employing over fifty people have worksite bicycle accommodation programs such as worksite bicycle parking, shower facilities, or "guaranteed ride home"?

All

Are there other facilities that have been created to promote bicycling in your community?

no answer provided

If yes, please describe:

Indian Bend Wash Scottsdale's Indian Bend Wash is much more than just a few miles of path. This greenbelt is one of the nation's most wellknown flood-control projects. Seven and a half miles of parkland provide lakes, golf courses, many recreational facilities, and an extensive multi-use path system for skating, biking, walking, and jogging. The wash was once an eroded eyesore running through the center of the community. Overgrown with weeds and mesquite, it contrasted sharply with the neatly groomed homes nearby. The details of how this

project was developed is available on-line at

http://www.ci.scottsdale.az.us/Parks/_docs/IndianBendWashBook.pdf High-end apartments, condos, attractive shopping centers, resorts, and schools now line the slopes of the wash. Scottsdale has made the Indian Bend Wash greenbelt an integral part of its outdoor lifestyle. Due to the City's linear shape, about 80 percent of Scottsdale's citizens are within walking distance of the Wash. Estimates are that one million people make use of the greenbelt annually. The Wash has attracted homes, condominiums, apartments, and businesses that thrive on the traffic generated around and through the area. Thomas Bike Stop There are many places to stop and rest along the City's pathway system. The Thomas Bike Stop, however, is large enough to be classified as one of Scottsdale's city parks. Located at the northern end of Eldorado Park along the Indian Bend Wash Multi-use Path, this one-acre rest stop has picnic areas, one large ramada, two small ramadas, and a restroom. Page 7 These additional photos show how the Indian Bend Wash Path and parks integrate with the floodway facility's berms, dams, and low flow channels. When the path is closed for short periods during major flood events, cyclists can use the bike lanes on Miller Road parallel to the wash. Page 8 Scottsdale Trail System It is no accident that the West's Most Western Town has an extensive trail system. The Scottsdale Trails Master Plan: On the Right Trail, approved in February 2004, identifies nearly 300 miles of trails. The plan, included as Attachment F, provides guidance for the future, defines trail classifications, trail standards, provides an action plan, and explains funding processes. The Parks/Trails Planning Office is located within the Parks, Recreation & Facilities Division of the Community Services Department. There are currently two full-time and one part-time staff. In 2000, Scottsdale voters approved a \$2.5 million capital improvement program specifically for trail development and improvements. The Scottsdale Transportation Department has played a significant role in the implementation of the City's trails infrastructure. Trails have been built or improved in conjunction with a variety of street improvement projects. Trails have been constructed within rights-of-way along arterial streets and trails have been included within grade-separated crossings, usually associated with drainage improvements, across major arterials. Other transportation related improvements include trail-crossing signs, fence installation between trails and roadways, improved crosswalks, and the installation of pedestrian/equestrian/bicyclist-activated signals at certain intersections. The Scottsdale Preservation Division has identified \$4.7 million for trailhead and connecting trail improvements associated with the McDowell Sonoran Preserve. Between 1995 and 2000, Scottsdale citizens voted five times to support the preservation of desert lands in the City. Sales tax collections through November 2002 totaled \$99.2 million, of which \$24.7 million has been spent for land acquisition. As of the same date, \$232 million in bonds have been issued. The City now owns 10,822 acres of the preserve. Page 9 Scottsdale is situated adjacent to several other municipalities with trails, as well as large areas of open space, such as Maricopa County's 21,099-acre McDowell Mountain Regional Park to the east, and the Tonto National Forest to the north/northeast. Because of this regional connectivity, several regionally significant trails cross through the City of Scottsdale. Most of these trails run along canal and power line corridors. The Sun Circle Trail (in white on the map above) is a 110-mile regional trail that was established in the 1970s by Maricopa County in partnership with the Salt River Project (SRP). It runs along the Arizona Canal and connects with Phoenix to the west, and the Salt River Pima- Maricopa Indian Community to the east. The Central Arizona Project (CAP) canal, controlled by the Bureau of Reclamation (BOR), runs through central Scottsdale and also acts as a regionally significant trail corridor. The 242-mile Maricopa Trail (in red on the map above), identified by the Maricopa County Board of Supervisors in August 2004, crosses Scottsdale using the CAP, the McDowell Sonoran Preserve, and several trails at the northern edge of Scottsdale. The small map shows the City of Scottsdale in blue with the regional trails crossing through the community. A map of Scottsdale's most recent trail to open, the Sunrise Trail, is included as Attachment G. A pocket-sized version popular with trail users is included as Attachment H. Page 10 Portals and Loops A nonprofit organization, the Papago Salado Association, promotes and facilitates the implementation of paths and facilities along the Papago Salado Trail. This series of facilities passes through the cities of Scottsdale, Tempe, and Phoenix along the Salt River Project canals. The City of Scottsdale is in the process of rebuilding an existing path along the Cross Cut Canal that provides a major component of Papago Salado. Papago Salado acknowledges and preserves the unique and vital presence of the Salt River Project's infrastructure of canals and paths within the fabric of the three cities. The Salt River Project has provided three interpretive sites, one in each city, along their canal banks. In 2004, the mayors of Scottsdale, Tempe, and Phoenix, council members of each community, the president of SRP, and members of SRP's Board of Directors, met to dedicate the first of the three interpretive sites. Mayor Mary Manross of Scottsdale is shown addressing the attendees at the dedication in photo at right. Page 11

Education Section

How do you educate motorists to share the road with cyclists? Please describe:

Community motorists are reached through a variety of educational formats. Bike Lane, Bike Route, and Share the Road signs are used throughout Scottsdale to remind motorists to expect bicyclists on our streets. The Chief

of Police has a weekly 30-minute television show on the city's cable television channel. Bicycling is a regular topic and members of the Coalition of Arizona Bicyclists (CAzB) have been Chief Rodbell's guests. Officers from the Scottsdale Bike Unit have also appeared to demonstrate bicycle safety. In cooperation with the City of Scottsdale, CAzB developed a Public Service Announcement on Arizona's three-foot passing law. The PSA gets regular airing on Scottsdale's Channel 11 and was distributed to other agencies around Arizona for their use. CAzB representatives also appeared on the Transportation Department's Let's Get Moving program in 2004 to talk about bicycle safety and new legislation. The Transportation Department holds many public meetings each year on a wide range of transportation related projects and programs. Many of the projects have bicycle components and each meeting provides an opportunity to discuss bicyclist/motorist issues. The Bicycle Plan update for 2005/6 will be developed through an extensive public input process.

How many community motorists do you reach with these efforts?

no answer provided

Are there other bicycle education opportunities for adults?

Yes

Please describe

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Do you have a bicycle safety program for children in schools?

Yes

Please describe

Bike Rodeos The City of Scottsdale Police Bike Unit, working with the school district, organizes several bike rodeos and safety presentations each year for school age children. An average of ten schools participate each year. The rodeos include a safety presentation and a bike obstacle course for the students. CycloCat's Guide to Bike Safety is given to all participants. A copy of the guide is included as Attachment I. Parent/Student Handbook Each Scottsdale Unified School District school provides a Parent/Student handbook that requires a signature from the parents for each student. The handbooks contain the following information on bicycles: BICYCLES/ROLLER BLADES/SKATEBOARDS/SCOOTERS 1. In the interest of safety, children must be in fourth grade in order to ride the above mention items to school. Children in K-3 grades will not be permitted to bring these items on campus. Parents who wish to take exception to this rule need to contact the school office and set up an appointment to discuss this with the administration. It is strongly recommended that helmets be worn as students ride to and from school. 2. Bicycles must be parked in designated areas. Students arriving at school from the east must use the bike rack at the east end of the parking lot. Students Page 12 arriving from the west must use the west bike rack. A bicycle may only utilize one space in the bike rack. The bike racks will be locked while school is in session. 3. Bikes are to remain in the bike area during the school day. Bikes are not allowed in the main section of the campus for any reason. 4. Students must lock their bicycles while they are in the designated areas. Neither the district nor its employees are responsible for damage to or theft of any bicycles. 5. Students must observe the following safe riding habits: ☐ One rider per bicycle. ☐ Use bike lanes coming to and from school. ☐ Ride on the right side of the street. ☐ Use crosswalks when crossing the street and walk all items listed above while in crosswalks. ☐ Obey crossing guards. ☐ Students must walk all items listed above while on campus. 6. District policy states that bicycles, roller blades, scooters and skateboards are not to be ridden on campus at anytime. This includes the parking lot as well.

How many schools participate?

no answer provided out of no answer provided

What other types of bicycle safety and education opportunities are available for children?

CycloCat's Guide to Bike Safety This children's guide to bike safety is given out by the Scottsdale Police

Department at bike rodeos, safety presentations, Public Safety Day events, and other community functions. Handlebar Helpers Handlebar Helpers is a community "earn-a-bike program" staffed by the City of Scottsdale and affiliated with the non-profit organizations, Concerned Citizens for Community Health and Partners for Paiute. This volunteer-supported program began in Scottsdale in the fall of 1994 through a group effort of citizen volunteers and City of Scottsdale staff. The initial purpose of the program was to provide a way for kids who could not otherwise afford bicycles to earn them, through volunteering time in their community. In response to community need, the program has grown to include adults, and the purpose has been expanded to promote bicycle safety, increase individual responsibility and self-esteem, encourage bicycle riding for individual health and environmental benefit, and demonstrate additional environmental responsibility through reuse and recycling. In addition, the apprentice program teaches bicycle repair and other job and life skills. The program was initially offered to Scottsdale residents, but now serves over 150 citizens annually from all over the valley. Page 13 The City of Scottsdale provides facilities for the program in the Paiute Neighborhood Center, administrative support, and a part-time bicycle maintenance and repair expert. All other operating expenses and materials are funded by corporate and individual donations. The program receives donated bikes. Bike techs establish a "price" that the program participant must pay in hours of volunteer work to own the bike. The organization where the participant completes volunteer service fills out "bike bucks" (or utilizes e-mail to communicate hours), and submits this information to the program administration to monitor the number of hours the participant completes. Once the participant has completed approximately half of the volunteer hours, an appropriate bike is selected with the help of a volunteer bike tech who then either reconditions or supervises the reconditioning of the selection. When the participant has satisfied the volunteer commitment, the bike, a helmet, and a lock are awarded at a special ceremony. Each recipient receives a folder that contains a written description and picture of their bike, and a safety brochure, available in English and Spanish. The Scottsdale Police Department Bike Patrol staff supports the program and participates in this presentation. They emphasize the safety information and are good role models, as they always wear helmets and ride safely. Kids receiving bicycles are encouraged to bring their parents. Event bulletins are distributed to the local media naming each recipient. Another neighborhood supporting feature is that the program coordinator awards movie tickets to those "caught" wearing their helmets while riding their bicycles. An important component of Handlebar Helpers is the Apprentice Program, open to youths 12-17 years of age. Candidates must complete an application and interview process. Apprentices learn the basics of bicycle repair and maintenance and assist in reconditioning bikes for Handlebar Helper program participants. They are taught the important benefits of environmentally friendly products and processes, as well as all the technical skill to repair and maintain bicycles. They also have opportunities to earn bicycles from a group of specially chosen, deluxe bicycles. While participating in the program, apprentices also learn the importance of punctuality, following directions, and other positive work and life behaviors. Helmet Contest Maricopa County area public and private schools, along with Phoenix Children's Hospital and the SAFE KIDS Coalition of Maricopa County, have developed a partnership with the professional baseball team in Phoenix, the Arizona Diamondbacks, to promote helmet use through a school-based contest. The program takes place every spring. In March, more than 1,800 packets are mailed to school principals and art teachers in the county who receive a letter on Arizona Diamondbacks letterhead announcing the contest. They are asked to distribute the materials including a blank drawing of a Page 14 helmet to the students in 4th-6th grades. Students are instructed to create a helmet design using the official Diamondbacks colors. A panel of judges selects the five finalists and then during a home game, the fans at a Diamondbacks game pick their favorite helmet design to select the winner. More than 3,400 students entered the contest in 2000 and each year the number increases. The winner and his/her classmates are given free tickets to a Diamondbacks game, and during an on-field ceremony prior to the game, one of the Diamondback ballplayers presents the winning student with the Helmet Coloring Contest trophy. "Helmet Your Brain - Avoid the Pain" This is a free educational kit designed for teachers, youth leaders, health professionals, and parents to teach children, especially those between 8 - 12 years old, the importance of wearing a helmet. The "Helmet Your Brain Avoid the Pain" program is sponsored by the Maricopa County SAFE KIDS Coalition. Barrow Neurological Institute of St. Joseph's Hospital and Medical Center, a partner member of the SAFE KIDS Coalition, helped develop the kit in conjunction with the Coalition. The "Helmet Your Brain Avoid the Pain" kit includes: Easy-to-follow lesson plans with interactive activities Models of the skull and brain Brain JELLO mold Video tapes from SAFE KIDS and Bill Nye "The Science Guy" Reproducible parent and student handouts

How many children participate?

no answer provided

Do you make bicycle safety materials available to the public?

Yes

Please describe

Both the regional bike map from the metropolitan planning agency, Maricopa Association of Governments

(MAG), and the City of Scottsdale Bike Map include safety materials. Both are distributed free of charge and are regularly updated and reprinted. The most recent MAG map is being printed and should be available soon. A copy of the current MAG Bikeways map is included as Attachment J. The new Scottsdale Bike Map will be available for April's Bike Week activities. A copy of the proof is included as Attachment K. Bicycle safety information is available on the Scottsdale web site and links are provided to the ADOT Bicycle/Pedestrian program and other related sites. Also available from ADOT and distributed free through a variety of sources in Scottsdale are Arizona Bicycle Street Smarts (Attachment L) and Share the Road: A Guide for Bicyclists and Motorists (Attachment M). The local newspaper publishes a monthly bike safety article furnished by CAzB. The CycloCat activity booklets (Attachment I) are handed out at rodeos and presentations.

Do you have League Cycling Instructors in your area?

Yes

Please list their names:

Donald Randolph, LCI #: 191, Scottsdale, AZ Richard Lorange, LCI #: 687 C K, Tempe, AZ Douglas Hawley, LCI #: 361 K C, Mesa, AZ Gene Holmerud, LCI #: 1193, Phoenix, AZ Radar Matt, LCI #: 633, Phoenix, AZ Page 15 Kathryn L. Mills, LCI #: 1194, Phoenix, AZ Richard Moeur, LCI #: 266 C, Phoenix, AZ Brian H. Nelson, LCI #: 1195, Phoenix, AZ Jay Stewart, LCI #: 1196, Phoenix, AZ Heather Fowler, LCI #: 812 K C, New River, AZ Edwin Cure, LCI #: 1192, Glendale, AZ

Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)?

Yes

Please describe

The new Scottsdale Police Department bicycle registration program will be advertised in utility bills and on the City's web site. The following information is included in the Arizona Drivers License manual, available in print and on-line versions. Sharing the Road With a Bike Bicyclists must obey the same traffic laws as drivers of motor vehicles, and they have the right-of-way under the same conditions as motorists. Motorists should be alert for bicyclists along the roadway, because cyclists are often difficult to see. Extra caution is necessary. Motorists are required to allow a minimum safe distance of 3 feet when passing a bicycle traveling in the same direction. At night, you should dim your headlights for bicyclists. Drivers should be prepared for a bicyclist swerving. Although bicyclists must ride with the flow of traffic and stay near the right side of the road, they can legally move left for several reasons, such as: " Turning left " Avoiding hazards " Passing pedestrians or vehicles " If the lane in which the person is operating a bicycle is too narrow for bicycle and motor vehicle to travel safely side by side Important rules for bicyclists: Do not carry more persons than the design of the bicycle permits Do not ride more than two side-by-side Ride as near to the right side of the road as possible Use proper hand signals (See Signaling on Page 34) Do not bicycle under the influence of drugs or alcohol □ it is illegal When riding at night, have a white headlamp visible from 500 feet, and a rear reflector

Encouragement Section

How do you promote Bike Month?

Other Description: Every month is Bicycle Month in Scottsdale! With no snow, 7.74 inches of rainfall, and 314 days of sunshine each year, bicycling is an activity enjoyed regardless of the season. Even those scorching summer days provide cool, comfortable temperatures for that morning ride. In April each year, Scottsdale participates with Valley Metro, the Clean Air Campaign, and other Valley communities to promote Valley Bike Week. In 2004, 73,200 commuters in the Valley chose to ride their bicycles to work one day a week or more instead of drive. Several thousand riders will participate in Valley-wide bicycle events during April. A complete Valley Bike Week Kit is included as Attachment N. A major partner in the Bike Week program is the Arizona Diamondback baseball team. Each year they arrange for a player to participate in a safety campaign that features helmets, bike safety, riding on the right, or something similar. A special ride, Bike to BOB (Bank One Ballpark), will see nearly 2000 riders bicycling to a baseball game. This year's featured player is Royce Clayton, shown at the right being properly fitted for the poster photo shoot in Scottsdale's Cactus Park.

Provide attendance numbers

no answer provided

Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

Please describe

We actively promote Bike to Work Day and other bicycle commuting incentive programs. Through the regional marketing efforts of Valley Metro, the Internet, the Maricopa County mandatory trip reduction program, and other promotional opportunities, nearly all of the community's workforce gets information about bicycling as a viable alternative for trips to work. The City sponsors a Bike to Work Day Ride to City Hall. Participants ride 4.5 miles with elected officials, Police Bike Unit members, and other City staff. Riders are provided incentives and are eligible for prizes. Scottsdale kicked off Bike Month early with a fun and instructive activity at the City's annual Arts Festival. This "sculpture" (details on page 20) will be set up at City Hall on Bike to Work Day. The City of Scottsdale has its own incentive program where employees can earn bicycles just by riding them to work. B.I.K.E.S. (Bicycle Incentive and Keen Efforts for Scottsdale) uses bicycles from the Handlebar Helper program. Employees enter into an agreement with the City to use, at no cost, a reconditioned bicycle for commuting to and from work. The participant agrees to ride at least 20 days in six months, wear a helmet, and ride safely.

What portion of the community workforce do you reach?

no answer provided

Is there an annual bike tour or ride promoted to the general public in your community?

Yes

Please describe

The following events are annually promoted and take place in Scottsdale: Scottsdale Police Bike Unit Ride: Tour; Admission is a can of food for the Vista del Camino Community Center. Route utilizes the Indian Bend Wash Path. Tour de Scottsdale: Timed Event; DCB Adventures; Begins and ends in Scottsdale. Proceeds benefit the City's Trail Program. Distance of 67 miles. El Tour de Phoenix: Timed Event; Perimeter Bicycling Association of America; Begins and ends in Mesa. Route includes Scottsdale, Maricopa County, Fountain Hills, and Tonto National Forest. Despite the name, the ride does not pass through Phoenix. Distance options of 70 and 25 miles. Answer to the Challenge: Tour; GABA; Begins and ends in Scottsdale. Three-day event covering 325 miles with 22,000 feet of vertical climbing. Memorial Ride for Safety: Tour; Coalition of Arizona Bicyclists; Begins and ends in Scottsdale. Route goes through Carefree and the Tonto National Forest. Distance options of 60 and 35 miles. Tandem "Rally in the Valley": Tour; Arizona Bicycle Club; Various routes traveling through Scottsdale, Paradise Valley, and Phoenix. Distance options vary. Ride for Sight: Tour; Phoenix Breakfast Lions Club and local clubs; Begins and ends in Phoenix. Route includes Scottsdale and other East Valley communities. Distance options of 62 and 14 miles. Ride for the Children: Tour; The Real Gift Foundation; Begins and ends in Scottsdale. Route includes Paradise Valley and Phoenix. Distance options of 65, 25, and 10 miles. Sun Festival Southwest: Tour; Sun Festival and Arizona Bicycle Club. Sun and fun filled educational weekend celebrates, generates, and demonstrates renewable energy and healthy living for the entire community. Distance options vary. McDowell Century: Tour; Arizona Bicycle Club; Begins and ends in Scottsdale. Distance options of 100, 65, and 30 miles. The following events are annually promoted in Scottsdale but may take place in neighboring communities: MS150 Best Dam Bike Ride: MS Society. Tortilla Flats Ride: Arizona Bicycle Club Casa Grande Century: GABA Phoenix Laveen Country Challenge: Laveen Lions Foundation Arizona Senior Olympics Le Grande Tour: Arizona Parks and Recreation Association Gila Valley Tour: ABC Around the White Tanks: GABA West Valley Page 18 Tour de Cure: American Diabetes Association Desert Classic: ABC Palo Verde Nuclear Century: GABA West Valley Tour de Farm: H304 Charities Bike to BOB: Valley Metro This year Scottsdale will host the Arizona State Criterium Championships during April. This is a USCF event featuring Arizona's best bicycle racers.

Are there community bike clubs, bicycle advocacy organizations or racing clubs?

Yes

Please describe

Many bicycle organizations are located in Scottsdale or frequently stage rides in the City. They include: Coalition of Arizona Bicyclists, advocate organization ABC "Arizona Bicycle Club Pinnacle Peak Chapter Scottsdale" Frank Lloyd Wright Chapter Scottsdale "Via Linda Chapter Bull Shifters Bicycling Club GABA "Greater Arizona Bicycling Association Phoenix Metro Bicycle Club MBAA "Mountain Bike Association of Arizona BRAG "Bent Riders of Arizona Group Arizona Bicycle Bunch RideAZ "Arizona Mountain Bike Riders Red Mountain Cycling Club Arizona Outdoor Travel Club Racing clubs who are located in Scottsdale include: Arizona Bicycle Racing Association, USCF Bicycle Ranch, USAC Mountain Velo Cycling Team, ABRA Phoenix Consumer Cycling Club, USAC Pinnacle Peak Racing, USCF Racelab U-23 Cycling Team, USCF Team One Racing, USAC Team RPM, USCF Watermark Cycling, ABRA Racing clubs who are nearby and train in Scottsdale include: ASU Cycling, ABRA Team Nova, NORBA HLHAP, USAC Desert Velo-Bike Den, USAC Patent It! Cycling Club, USCF Asphalt Cycling, USCF Construction Zone, The, USCF Cycling Center/Bio Racer, USCF

Honeywell Cycling, USAC Mountain Velo Cycling Team Procon Cycling Team, USAC Strada Racing Club, USCF Team Vitesse, USAC Tommy O Bikes, USAC Arizona State University, USAC ASC/Arizona State Cycling, USAC, NORBA Watermark Cycling, USCF White Mountain Road Club, USCF Landis Triathlon Racing Team Landis Mountain Bike Team Swiss American Racing Team There are 13 bicycle shops located in Scottsdale. They are: Airpark Bicycle Center Bicycle Haus Bicycle Ranch Bicycle Showcase Bicycle Warehouse Co Bike Emporium Inc Bob's Bike Shop Jaanus Bicycles Inc Landis Cyclery Performance Bicycle Pinnacle Peak Cyclery Inc Valley Cyclery

Do you have Safe Routes to School program that includes bicycling?

No

How many schools are involved?

no answer provided

Please describe

While not a current participant in the Partnership for a Walkable America Safe Routes to School program, the City of Scottsdale provides many of their recommendations as a matter of course. A Safe Routes program will be reinstated during the next fiscal year. Traffic engineering staff routinely evaluate transportation options and issues at all Scottsdale schools. Nearly all school children have access to schools using sidewalks and 12 schools have access from one of our paved multi-use paths.

Does your community have youth recreation and intervention programs that are centered around bicycling?

Yes

Please describe

Handlebar Helpers is a community "earn-a-bike program" staffed by the City of Scottsdale and affiliated with the non-profit organizations, Concerned Citizens for Community Health and Partners for Paiute. This volunteer-supported program began in Scottsdale in the fall of 1994 through a group effort of citizen volunteers and City of Scottsdale staff. The initial purpose of the program was to provide a way for kids who could not otherwise afford bicycles to earn them, through volunteering time in their community. In response to community need, the program has grown to include adults, and the purpose has been expanded to promote bicycle safety, increase individual responsibility and self-esteem, encourage bicycle riding for individual health and environmental benefit, and demonstrate additional environmental responsibility through reuse and recycling. In addition, the apprentice program teaches bicycle repair and other job and life skills. The program was initially offered to Scottsdale residents, but now serves over 150 citizens annually from all over the valley. Page 13 The City of Scottsdale provides facilities for the program in the Paiute Neighborhood Center, administrative support, and a part-time bicycle maintenance and repair expert. All other operating expenses and materials are funded by corporate and individual donations. The program receives donated bikes. Bike techs establish a "price" that the program participant must pay in hours of volunteer work to own the bike. The organization where the participant completes volunteer service fills out "bike bucks" (or utilizes e-mail to communicate hours), and submits this information to the program administration to monitor the number of hours the participant completes. Once the participant has completed approximately half of the volunteer hours, an appropriate bike is selected with the help of a volunteer bike tech who then either reconditions or supervises the reconditioning of the selection. When the participant has satisfied the volunteer commitment, the bike, a helmet, and a lock are awarded at a special ceremony. Each recipient receives a folder that contains a written description and picture of their bike, and a safety brochure, available in English and Spanish. The Scottsdale Police Department Bike Patrol staff supports the program and participates in this presentation. They emphasize the safety information and are good role models, as they always wear helmets and ride safely. Kids receiving bicycles are encouraged to bring their parents. Event bulletins are distributed to the local media naming each recipient. Another neighborhood supporting feature is that the program coordinator awards movie tickets to those "caught" wearing their helmets while riding their bicycles. An important component of Handlebar Helpers is the Apprentice Program, open to youths 12-17 years of age. Candidates must complete an application and interview process. Apprentices learn the basics of bicycle repair and maintenance and assist in reconditioning bikes for Handlebar Helper program participants. They are taught the important benefits of environmentally friendly products and processes, as well as all the technical skill to repair and maintain bicycles. They also have opportunities to earn bicycles from a group of specially chosen, deluxe bicycles. While participating in the program, apprentices also learn the importance of punctuality, following directions, and other positive work and life behaviors.

Do you publish a bike map and keep it up to date?

Yes

Please describe

The newest edition of the Scottsdale Bike Map will be available for distribution during Bike to Work Week in April 2005. A printer's proof of the map is included as Attachment K with this application. An actual map will be sent as soon as it is available. Scottsdale participates with MAG in the development of a regional bike map that is updated every two or three years. The latest update is at the printer now and is expected soon. The prior edition is included as Attachment J

Please describe any other efforts in your community to encourage cycling

Public Art Scottsdale uses public art to encourage cycling. Scottsdale Cultural Council's Public Art Program makes Scottsdale one of the most desirable communities in the country in which to live, work and visit by incorporating art and design projects throughout. As a defining characteristic of our community, public art enhances Scottsdale's unique character, image and identity. The City has a Percent for Art component in its Capital Improvement Program (CIP) budget as well as an Art in Private Development ordinance. Our parks and paths have benefited tremendously from this effort. Transportation projects regularly include artists as members of design teams, most recently on the Cross Cut Canal path project from McDowell to Thomas roads. Spinning Our Wheels by artist Aris Georgiades was a temporary installation presented by the Scottsdale Public Art Program, which ran during the course of the Scottsdale Arts Festival (March 11th-13th, 2005). Through participation on a component bike sculpture, the work becomes an interactive piece that explores the frustration of going in circles in our daily lives. The artist was available to assist people at the festival to get on the sculpture and to work as a team to gain momentum. Humor and deeper meaning become evident through the process of participation. After the festival, the City Transportation Department purchased the piece for use at upcoming bicycle events. Rippling Waters Bridge, by Carolyn Law, located over the Crosscut Canal on the west side of Tonalea, dramatizes a sense of flow through the neighborhood. The canal crossing is an important access point for school children of Tonalea Middle School and for recreational users along the dirt path. Law's prismatic pickets, fabricated by Art in Metal (Tempe), create an optical effect of shimmering water and shift color as one walks across, causing a sensory connection to the contents of the channel. Like most water infrastructure in Arizona, canals are slowly outgrowing their identity as unnoticed fixtures in our built environment. Law's enchanting bridge promotes these waterways as community assets that string together all corners of the Valley. Page 21 Artist Erik Gonzales conceived of Visual Puzzles as a series of artworks on the Osborn pedestrian/bicycle bridge that recognize the significance of the Crosscut Canal to Scottsdale and illuminate an artist's perspective on the canal's history. The antiqued images within the art panels are comprised of several layers of shapes, textures and earthen-tone colors and are a combination of historic aerial photographs of the location and original abstract forms. In the black-and-white imagery of the artworks, large rectangular and round shapes are from aerial views of the Crosscut Hydro Plant. The blueprints are reproductions that were used by engineers and contractors during construction of the canal. Parada del Sol Parade The Scottsdale Jaycees Parada del Sol is a month-long celebration culminating in nearly a week of professional rodeo performances and a magnificent parade. The Parada del Sol Parade is one of the community highlights each year in Scottsdale. Over 150 entries and nearly 1,000 horses travel north two miles up Scottsdale Road, making the event the "World's Largest Horse Drawn Parade." It is followed by an all day Trails End Party in Scottsdale's Old Town. To promote their love of cycling and their laid-back life style, one of the local clubs, Bent Riders of Arizona Group (BRAG) joins the horses and glides up the street on their unique bicycles. Scottsdale transportation planner, Reed Kempton, can be seen with full commuting gear in the photo below

Enforcement Section

Is your local police department aware of the concerns of cyclists in your community?

Yes

Is there a liaison that communicates with the bicycling community?

Yes

If yes, please describe

Chief of Police Alan Rodbell has personally met with local bicycle advocates to discuss their concerns. Members of the Coalition of Arizona Bicyclists have been guests on his weekly cable television show, Behind the Badge, to discuss bicycle safety. Chief Rodbell and members of the Scottsdale Police Bike Unit have met with city transportation planners to discuss issues. A bicyclist himself, Chief Rodbell is available to the bicycling community without the need for a designated liaison.

Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

Yes

If yes, please describe

Chief of Police Alan Rodbell has personally met with local bicycle advocates to discuss their concerns. Members of the Coalition of Arizona Bicyclists have been guests on his weekly cable television show, Behind the Badge, to discuss bicycle safety. Chief Rodbell and members of the Scottsdale Police Bike Unit have met with city transportation planners to discuss issues. A bicyclist himself, Chief Rodbell is available to the bicycling community without the need for a designated liaison.

Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?

No

If yes, please describe

no answer provided

Do you have public safety employees on bikes?

Yes

If yes, please describe

We currently have nine officers and one sergeant assigned to the Scottsdale Police Bike Unit. There are 14 School Resource Officers and two sergeants that are certified bike officers.

Indicate the number of employees on bike as well as the size of the entire staff.

There are 14 School Resource Officers and two sergeants that are certified bike officers. There are approximately 64 other officers that have been certified as bike officers in Scottsdale Police Department on a reserve list. An impressive 21% of Scottsdale's 371 officers are ready to serve as bicycle officers.

Do you have a mandatory helmet law?

No

To what ages does it apply?

no answer provided

Do you have mandatory sidepath laws?

No

If so, what is the status of these laws?

no answer provided

Are they enforced

no answer provided

Evaluation & Planning Section

Do you have any information on the number of trips by bike in your community?

Yes

Please describe

There are 14 School Resource Officers and two sergeants that are certified bike officers. There are approximately 64 other officers that have been certified as bike officers in Scottsdale Police Department on a reserve list. An impressive 21% of Scottsdale's 371 officers are ready to serve as bicycle officers.

How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

2

How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

156

Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials?

Yes

Please describe

In Scottsdale, bicyclists serve on the City Council, the Transportation Commission, and populate the staff. For those cyclists not quite so plugged in, the City's web site allows for several methods of submitting ideas and concerns. The Report a Problem page provides a form that addresses many routine issues as well as space to describe any other problem. Staff in each department are identified and their phone numbers and e-mail addresses are provided. Staff is available and willing to meet with all residents and visitors to listen to and address their ideas and concerns. Cyclists routinely contact the staff in person at public meetings, in their offices, and on the telephone. Citizens may also address the Transportation Commission meetings, held on the 3rd Thursday of each month at 6 p.m.

Do you have a comprehensive bicycle plan?

Yes

When was it passed or updated?

12/01/1994

Is it funded?

Yes

What percentage has been implemented?

Most

What improvements do you have planned for the following year?

We currently have 28 projects with bicycle facilities in various stages of progress. It is anticipated that projects planned or currently in design and construction phases will add in the next five years: Bike lanes: 34 miles Paved Multi-use path (new or improved): 17 miles Grade separated crossings: Eight Current projects include: 96th St: Shea to Sweetwater ☐ bike lanes, multi-use path and trail 82nd St and Arizona Canal ☐ bicycle/pedestrian bridge over Arizona Canal Cactus Rd: Pima Freeway to Frank Lloyd Wright ☐ bike lanes, new path Cross Cut Canal: McDowell to Thomas ☐ pathway improvements Cross Cut Canal: Thomas to Indian School ☐ new path Hayden Rd: Cactus to Redfield ☐ bike lanes Hayden Rd: Pima Freeway to Thompson Peak Pkwy ☐ bike lanes, grade-separated crossing Hayden/Miller Rd: Deer Valley to Pinnacle Peak ☐ bike lanes Hayden and McDonald intersection: grade-separated crossing Indian Bend Rd: Scottsdale to Hayden ☐ bike lanes and new path Indian Bend Wash: Chaparral to Jackrabbit ☐ new path Indian Bend Wash: Path widening and renovation (2.5 miles) Indian School Rd: Drinkwater to Pima ☐ bike lanes and path connections McDonald Rd: Scottsdale to Hayden ☐ bike lanes McKellips Service Center ☐ new path connecting Miller with Rio Salado path North Frontage Road: Hayden to Pima ☐ bike lanes Pima Path at Via Linda: bicycle/pedestrian bridge over Via Linda and new path Pima Path south of Via Linda: new path Pinnacle Peak Rd: Scottsdale to Pima ☐ bike lanes Scottsdale Rd: Frank Lloyd Wright to Thompson Peak Pkwy ☐ bike lanes Scottsdale Rd: Indian Bend to Gold Dust ☐ bike lanes Scottsdale Rd: Thompson Peak Pkwy to Happy Valley ☐ bike lanes Scottsdale Rd: McKellips to Chaparral ☐ bike lanes (except downtown) South Frontage Road: Hayden to Pima ☐ bike lanes Stacked 40: Center to Hayden ☐ bike lanes Stacked 40: North Frontage (74th to Hayden) ☐ bike lanes Thomas Rd: 64th St to Granite Reef ☐ bike lanes Thompson Peak Bridge @ Reata Pass Wash ☐ bike lanes

How integrated is your bicycle network?

Our bicycle network is very integrated. Our street and path systems complement each other to provide a variety of choices and conditions for bicyclists. The Indian Bend Wash Path provides the backbone of the off-street system north and south through the center of Scottsdale. All east/west streets provide access to the path system. Please refer to the Scottsdale Bike Map, Attachment K, for a visual reference to these connections. A typical bicycle commuter in our community will use a combination of path and street facilities to reach her/his destination. The canal system features both paved and unpaved opportunities to bicycle away from traffic. Easy connections to the canals are provided at street crossings. Many of the bicycle/pedestrian bridges are located to provide access across the canals where collector or half-mile streets dead end. Scottsdale's trail system integrates well with the on-street and off-street bicycle network. Some of our primary trails will function as major components of the Maricopa County Regional Trail System, a network of over 1,500 miles connecting the regional parks and wilderness areas within the county. Several of our bridges and tunnels have dual treads to accommodate equestrians, bicyclists, skaters, and pedestrians. Scottsdale's bicycle network also integrates with our neighbors. It is possible to take the Indian Bend Wash Path south out of Scottsdale into Tempe on a seamless path to access the Tempe Town Lake and Arizona State University. We work very closely with the surrounding communities to improve the continuity of bike lanes on the street system. As a member of MAG, the regional MPO, Scottsdale works to help improve bicycling conditions throughout the Valley of the Sun

Do trails, bike lanes, and bike routes connect with each other to provide seamless transportation options?

Yes

Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

Yes

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason One:

Everyone comes to Scottsdale to bicycle. With year-around cycling weather and high quality facilities that connect origins and destinations, Scottsdale is a great cycling community. The Indian Bend Wash Path is the most popular and well-known bicycling facility in Arizona

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Two:

We put our money where our mouth is. We are aggressively expanding and improving our bicycle network with an investment of over \$3 million per year in new facilities. All projects, whether public or private, are evaluated with the intention of including bicycle and pedestrian amenities. We have a planner dedicated to bicycle issues and a dedicated trails coordinator

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community? Reason Three:

Active bicyclists are involved at all levels of government. We are on the City Council, the Transportation Commission, and the staff. We really do bicycle here. Bicycling is one of the environmental values demonstrated and supported in the community, which include nationally recognized Green Building and Desert Preservation programs

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number One Aspect:

We still have some gaps in both the street and path networks. This is being addressed and several major connections will be complete within the next two years.

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Two Aspect:

We need to demonstrate that bicycling to work is easy, safe, and fun. Many weekend cyclists have never commuted on their bicycle because they believe it is too far, too dangerous, too hot, too cold, too & Scottsdale's primary focus has been on improving facilities and providing connections to them. As this process matures, we will devote more resources towards education and encouragement

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Three Aspect:

We need to improve driver behavior around cyclists. Scottsdale has been very aggressive about citing red light runners and has 8 permanent photo radar sites at major intersections. Recently, a mid-block photo radar installation was activated to encourage motorists to slow down between traffic lights. The City also has four vans that set up at random locations. Getting more people on bikes will also help modify motorists' behavior. Drivers tend to show people they know and work with more respect. If every driver had a family member or a friend who bicycled, every bicyclist would get a little more consideration, and sharing the road would become more than just a sign.